



CINDERS

OCTOBER 2004



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Newsletter of the
PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY, INC.
 Post Office Box 7302
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SEPTA May Be Forced to Slash Service, Boost Fares

In the words of SEPTA General Manager Faye Moore, the actions announced by SEPTA last month would “effectively dismantle public transportation in southeastern Pennsylvania.” As proposed, the draconian service cuts and fare increases represent a last-ditch effort to close the gaping \$62.2-million gap in the agency’s current operating budget.

Unless Harrisburg rides to the rescue of the State’s deficit-ridden transit properties, SEPTA plans to slash service and implement major fare hikes on January 1, 2005. During the budget hearings last May, officials made it clear that, absent the establishment of a dedicated and predictable funding base for transit, harsh measures would be needed to address the funding shortfall in SEPTA’s \$919.7-million operating budget for Fiscal Year 2005. In June, the SEPTA board adopted the budget with a “contingency” of \$70 million, which later was reduced to \$62.2 million after the Legislature enacted a three-percent boost in transit funding, plus the local matches (see August *Cinders*). This was the first increase in State support since the year 2000, bringing the basic operating subsidy for SEPTA in FY 2005 to \$199 million, compared with \$177 million in FY 1996—less than the rate of inflation during that nine-year period.

A sweeping 20-percent cutback in service would include the abandonment of all City, suburban, Regional Rail and paratransit operations on weekends and holidays, as well as frequency reductions on most weekday routes. This would save \$145 million in operating costs but eliminate some 30 percent of SEPTA’s average daily ridership of nearly 700,000. On top of this, remaining riders would be faced with an average 25-percent hike in SEPTA fares. A reduction of about 1,400 employees out of a total workforce of about 9,000 would round out the most austere belt-tightening initiative in SEPTA’s 36-year history. One reason that the proposals as so severe is that the entire deficit of \$62.2 million for Fiscal Year 2005 must be made up in just six months. The same level of cost savings and revenue increased would be necessary to meet the much larger projected deficit of \$92.2 million for upcoming FY 2006 beginning next July 1.

In addition to the weekend service blackout, cuts in weekday schedules would result in longer headways, the elimination of many runs and shorter hours of service on the City and Suburban Transit Divisions. On the Railroad Division, there would be little or no service after 8 PM, midday runs would be cut and several rush-hour express trains combined with locals. The

base transit fare would jump from \$2 to \$2.50 and the price of tokens, weekly and monthly passes would go up an average of 25 percent. (The last fare increase effective July 1, 2001 averaged about 12 percent.) On Regional Rail, single-ride off-peak fares would be eliminated, as peak fares would apply all day. These fares would rise from a minimum of 75 cents to a maximum of \$1.50 per trip depending on the zone. Weekly TrailPasses for Zones 2-6 would go up anywhere from \$6 to \$10.75 while monthlies would cost \$23 to \$35.50 more. There will be no changes in the senior ride program.

In urging the public to support the drive for more State funding, General Manager Moore warned that if the above proposals become reality, “SEPTA would not be able to provide the transportation service our region requires.” She said that it is vital that riders tell their elected officials how important public transit service is to its users, and to contact the SaveTransit Coalition (visit its website at www.savetransit.org). Two companion funding bills introduced in the Legislature by Senator Stewart Greenleaf of Montgomery County and Representative John Taylor of Philadelphia would create the predictable funding mechanism needed by public transit systems across the Commonwealth (details of which were published in the August issue of *Cinders*). Board Chairman Pasquale T. Deon, Sr., said, “Not one member of the SEPTA board, not one SEPTA staff member believes these proposals are in the best interest of the region, our customers or the organization... We need everyone who rides SEPTA and everyone who support public transit to contact their legislators in Harrisburg and ask them to vote for these bills.”

Unfortunately, Governor Rendell reacted to the SEPTA announcement by downplaying the seriousness of the situation. While he agreed that all transit systems in the State need more financial help, he said that SEPTA, like any organization, tends to “enhance” the magnitude of its problems, and that more could be done to cut costs within the system. Meanwhile, Mayor Street has been strangely silent on the matter, even though an across-the-board cutback in SEPTA service could drastically affect the economy of the City. Support for the Greenleaf and Taylor bills is thought to be strong, but it is unlikely that the Legislature will consider any action until it reconvenes in a “lame-duck” session after the November 2 elections. This session will take place in a rather narrow window, because by law it must end no later than November 30.

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PHILADELPHIA CHAPTER, NRHS WEBSITE: www.trainweb.org/phillynrhs/

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PHILADELPHIA CHAPTER, INC.**
Post Office Box 7302, Philadelphia, PA 19101-7302

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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Faculty Club, Second Floor, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner (optional) at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM. No meeting July or August.

ANNUAL MEMBERSHIP DUES: \$35.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 per person per year. Membership applications should be forwarded to: Membership Chair, P. O. Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only membership.

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. **PLEASE INCLUDE YOUR NEW TELEPHONE NUMBER** and E-mail address so our Membership List is complete. We will notify the NRHS National Headquarters of the change.

Cinders is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding *Cinders* should be directed to the Editor at P. O. Box 7302, Philadelphia, PA 19101-7302. If your *Cinders* is received damaged or incomplete, contact the Editor at the address shown below for replacement.

EXCHANGE COPIES should be sent to: R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

MEETING NOTICE:

FRIDAY EVENING, OCTOBER 15, 2004

Faculty Club, Alumni Hall, Thomas Jefferson University,
1020 Locust Street, Philadelphia, PA (three blocks south of
Market East Station)

Dinner at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM
Parking in Wills Eye Hospital garage, 9th Street above Locust
(\$6.00 after 6 PM), Parkway garage, also 9th above Locust
(\$5.75 after 6 PM), or Downtown Garage, Walnut Street east of
10th (\$4.00 after 6 PM) *(Please note that some of the above
parking prices have been adjusted and we will update them for a
future issue of Cinders)*

Philadelphia Chapter's October, 2004 meeting will be held on Friday evening, October 15, 2004 at 7:30 PM in the Faculty Club, Thomas Jefferson Alumni Hall, 1020 Locust Street, downtown. We anticipate that our program for the evening will be Chapter Member Kevin Feeny of New Canaan CT, with a presentation on his weeklong rail trip to Germany, Denmark and Sweden earlier in 2004. While we've recently had a Swedish program, Germany and Denmark is new territory and we'll have an opportunity to see the many changes taking place on Deutsche Bahn.

The evening begins with our usual sit-down dinner in the Faculty Club, Alumni Hall, Thomas Jefferson University, beginning at 6:15 PM, at a cost of \$20.00 per person. **DINNER RESERVATIONS ARE MANDATORY and MUST BE MADE BY TUESDAY EVENING, OCTOBER 12, 2004 to Dinner Chairman Bill Gardiner at 215-632-7016.** The menu was not available because of the early presstime of *Cinders*. You must specify when ordering whether you wish a **MEAT** or **FISH** dinner. Please call **Bill Gardiner** with your reservation. **NO-shows will be responsible for payment for meals ordered!** *(Please note that all meetings in the 2004-2005 year are scheduled in the Faculty Club, on the second floor of the Alumni Hall.)*

NELSON W. BOWERS September 5, 2004

It is with sadness that we report to you the passing of NRHS Past President Nelson W. Bowers, of Mifflintown, PA, on Sunday, September 5, 2004, following a long battle with cancer. Nelson was 73.

Nelson, well-known to many Philadelphia Chapter members, was born in Lancaster on January 14, 1931. Following graduation from Drexel University in 1955 with a degree in Electrical Engineering, Bowers was hired by the Pennsylvania Railroad as a signal department engineer. His career spanned some 35 years in the employ of the PRR, Penn Central, Conrail and later Amtrak.

His NRHS "career" totaled 57 years, having begun in 1947 at the age of 16. At the age of 21, he was treasurer of Lancaster Chapter, and was later president of Baltimore Chapter. He also had been a member of Pittsburgh Chapter when his PRR career assigned him to the Steel City. He served NRHS as Vice President-Membership from 1972 to 1976, Senior Vice President from 1976 to 1983 and President from 1983 to 1987. He served as Director of Train Operations for Lancaster Chapter over the years, and will most recently be remembered for his influential role in the joint Lancaster-Philadelphia NRHS Reading FP7 Committee, formed in the 1980's to oversee the return to service of the 902 and 903.

A family burial service was held on September 9 at Charles Peters Cemetery, overlooking the former Reading Railroad shops complex in Reading, PA. A Memorial Service was held at Christiana Freight Station in Christiana, PA on Saturday, September 18.

Nelson is survived by his wife of 14 years, Cynthia L. Bowers, daughters Naomi, Rebekah and Sarah, son-in-law Robert Ziegler and grandson David. Our heartfelt sympathy is extended to Cindy and her family. Nelson was a "giant" within the NRHS community, and his legacy to all of us is an immense train consist of images and memories which will be with us for many years to come.

PHILADELPHIA

EXPRESS



FRANK G. TATNALL, JR.

SEPTA
REGIONAL
RAIL



NORFOLK SOUTHERN is due to report back this month to a special task force set up a year ago by PennDOT, its mission to assess the feasibility of SEPTA's Schuylkill Valley Metro project. As part of a \$285,000 contract awarded by SEPTA in May, NS has hired the Parsons consulting firm to help evaluate SVM, particularly an alternative proposal to operate conventional passenger trains over NS's existing freight line between Norristown and Reading. A major advantage of this proposal is its much lower cost, in comparison with SEPTA's original \$2.1-billion plan to build a separate electrified railroad parallel to the ex-Reading mainline. SEPTA has retained its own consultant, Urban Engineers, Inc., for an additional year to provide technical support in the SVM study.

Release of a request for proposals for new Silverliner V MU cars has been delayed until sometime this fall (see August *Cinders*).....As part of SEPTA's 2005 Annual Service Plan, the board has approved a new standard for determining the viability of Regional Rail stations (see August *Cinders*). Instead of the present threshold of 50 daily boardings, a station will be considered a candidate for abandonment if it has fewer than 75 daily boardings or alightingsSEPTA operated several late-night trains to accommodate fans attending the Eagles-Vikings Monday night football game at Lincoln Financial Field on September 20. Broad Street subway trains waited for the game to break after midnight on the 21st, and connecting Regional Rail trains ran to Elwyn, Marcus Hook, Thorndale, Doylestown, Trenton, Warminster and West TrentonSEPTA will reissue its Regional Rail timetables effective with the time change on October 31.

SEPTA will begin its annual slippery rail campaign later this month, when it dispatches two "gel trains" during the early morning hours. These trains (one of which includes a non-powered EMD F-unit and the other a non-powered Alco FA housing storage tanks and a control cab) spray a British-developed gel compound on the railheads to combat the falling leaves. This is necessary because SEPTA's MU cars do not carry sand for traction, which would interfere with electrical conductivity to the rails.....An important anniversary is coming up next month. Twenty years ago, on November 6, 1984, Reading Terminal was closed and the new center city commuter tunnel was being readied for its opening. Philadelphia Chapter NRHS and SEPTA sponsored the "Last Train from Reading Terminal," made up of nine jam-packed ex-Reading Blueliner MU cars with the late Chapter Member Hugh Jenkins as engineer. The NRHS special, Extra 9129 North, was the very last of an estimated four million trains to originate at the famed Reading Terminal. The long train

pulled out of the empty trainshed at exactly 8 PM amid blaring air horns, and proceeded to Lansdale. Immediately after passage of the special, the track connections at "Brown" were severed, isolating the old terminal after nine decades of service. Today, of course, the cavernous structure is enjoying a rebirth as an integral part of the Pennsylvania Convention Center.

The parking lot expansion at the R5 Fort Washington station is in high gear. SEPTA has acquired a large tract of land between the present parking lot and Pennsylvania Avenue, and demolished the buildings to make way for 300 new parking spaces at the busy station. This will bring to 585 the total number of spaces, part of an improvement project that also includes a new pedestrian tunnel at the station which was completed three years ago. Coincidentally, highway access to the parking lot is much improved, following completion in late August of the new Bethlehem Pike bridge over the railroad just north of the station.....The project to reconfigure "Newtown Junction" interlocking on SEPTA's Mainline has been deferred (see September *Cinders*).....Work is well underway on the new outbound high-level platform at Melrose Park, following completion of the new station building and inbound platformSEPTA soon will award a \$1-million contract to Systra Consulting, Inc. for architectural work at the 1885-vintage Wayne station, on the R5 Paoli-Thorndale line. The historic building already has received some improvements through local fundraising efforts and grants from the State of Pennsylvania*Metro* reports that SEPTA is making safety improvements in the center city tunnel, including the installation of illuminated signs leading to the nearest exit stairways.

Equipment problems continue to delay Regional Rail trains. On September 7 train #9571, an afternoon Thorndale express consisting of ALP-44 #2308 and five Bombardier cars, stalled at "16th Street Junction" in North Philadelphia due to a locomotive failure. SW1200 diesel #52 was sent to rescue the 9571 but it caught fire after emerging from the center city tunnel. The Philadelphia Fire Department responded although the blaze was extinguished before the firefighters arrived. Later that evening, RL1 #60 was dispatched from Wayne Junction yard to haul both the 52 and disabled train 9571 back to the shop. The Thorndale express obviously was cancelled, and there were other resulting delays, but both locomotives were repaired and returned to serviceA damaged pantograph on R3 train #327 at Woodbourne on the morning of August 25 delayed numerous West Trenton trains until disabled MU's #392-393 could be cut offA different kind of equipment problem tied up the R2 Warminster Line during the morning rush of August 29, when a serious automobile accident at the intersection of Easton Road & Susquehanna Avenue in Roslyn completely blocked the railroad grade crossing there for an hour and a half.....SEPTA lost all signal power early Saturday morning, September 18, on the Mainline between "Newtown Junction" and Glenside, as well as on the Warminster and Neshaminy (West Trenton) Lines. Some 15

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PHILADELPHIA EXPRESS (Continued from Page 3)

trains were delayed or canceled due to the outage, which was caused by the failure of a Peco transformer near Jenkintown An electrical failure at "Arsenal" interlocking in Southwest Philadelphia on August 26 delayed at least 16 R1, R2 and R3 trains during the midday period..... AMTRAK removed the #1 track from service between Bryn Mawr and Overbrook for several hours during the afternoon and evening of August 24, due to two large trees which fell on the track just east of Bryn Mawr station. Some delays to eastbound R5 trains continued through the evening, as they were forced to operate on #2 track at restricted speed.



SEPTA TRANSIT

A possible long-term cure for SEPTA's perennial funding woes appeared last month. Pennsylvania House Speaker John Perzel sent a panel of legislators to Philadelphia on September 21 to explore the idea of creating a State-run regional transportation authority, which would take over SEPTA's transit functions as well as overseeing operations at the Philadelphia International Airport and the Delaware River Port Authority. The *Inquirer* reported that panel members questioned SEPTA officials about the scheme, and General Manager Faye Moore was quoted as saying, "We are ready to move in any direction they want." After the hearing, some members seemed confident that the Legislature would not allow SEPTA to downsize its operations or raise fares by 25 percent as threatened (see separate article in this issue), possibly through some sort of "stop-gap funding" until a permanent solution is found. Three years ago the State took over the inefficient Philadelphia Parking Authority (which also could be brought under the umbrella of the proposed super-agency), and appears to be running it well..... In late September Congress was still stalled on the reauthorization of TEA-21, the highway and transit spending law which expired a year ago, but the highway portion has been extended to September 24 and the transit section to September 30. A further extension to next January is likely. Meanwhile, a Senate committee has approved \$7.758 billion in Federal transit spending for Fiscal Year 2005, beginning this October 1.

SEPTA still appears to be in a quandary over what to do about its resurrected Route 15-Girard Avenue light rail line (see August *Cinders*). Rebuilt PCC-II cars were supposed to start running on the route June 13, but a dispute about the use of a two-block section of 59th Street for pullouts from Callowhill depot has stalled the project. Buses continue to operate over the 8.2-mile line between 63rd Street in West Philadelphia and Port Richmond. This writer recently took a personal tour of the depot area, and concluded that a viable alternative exists—which SEPTA no doubt is considering. Rather than using 59th Street, which is a two-way thoroughfare with the trolley track in the middle, pull-out cars could use the existing unwired track west on Callowhill to 60th Street, then north one block to the intersection of Girard and Haverford Avenues. The other track on 60th and on Callowhill is ready for use by pull-in cars, but trolley wire would need to be restring for the pull-outs. In addition, new switches and specialwork would be required at the depot and at 60th & Girard, but this undoubtedly would be cheaper than tearing up the track on 59th and moving it to the northbound side of the street. When

Route 10 Kawasaki cars are moved to Callowhill, they also could use these pull-in and pull-out tracks. As of late September, 14 of the 18 PCC-II cars had been delivered by Brookville Equipment, and several are stored in Bay 2 at Callowhill depot. A total of seven bay tracks are now wired in the depot.

For the second time in five years, CSX last month installed new rails at the Main Street grade crossing in Darby. SEPTA was forced to turn back its Route 11 cars at Woodland & Island Avenues while the construction was in progress. As is well known, this is the only location in the U.S. where a surface trolley route crosses a mainline railroad at grade, and the specialwork there often has been a maintenance problem..... SEPTA is planning to proceed with a \$900,000 "Transit First" project for Route 52 buses on 52nd Street in West Philadelphia. This would be the City's first signalization project in which buses can preempt traffic lights at intersections to speed up service Five passengers suffered minor injuries when an eastbound Kawasaki car rear-ended another in the trolley subway at the 19th & Market station on September 10. For a time other subway-surface cars were diverted to the 40th Street Market-Frankford station..... It was 12 years ago this month, on September 13, 1992, when Route 15-Girard Avenue was converted from trolley to bus service. On the same date Callowhill depot became bus-only, with the Route 10 cars transferred to Elmwood. At the time, SEPTA said that it planned to order new light rail vehicles for Route 15, but they would not arrive until 1996 at the earliest! SEPTA is testing several versions of plastic seat inserts in its M4 Market-Frankford cars, which eventually will replace the original hard-to-maintain fabric seats. Replacement costs for the entire M4 fleet are expected to be about \$5 million.

SEPTA closed out Fiscal Year 2004 on June 30 with a small surplus of \$200,000. For the first two months of FY 2005 SEPTA is running a deficit of \$10.5 million, a pro-rata portion of the \$62-million deficit which the agency faces in this fiscal year. Ridership in July and August was running three percent below budget and four percent below the year-ago period. Of the three operating divisions, Regional Rail had the best record, with daily ridership of 95,000 coming in at one percent above budget but one percent below a year ago. Passenger revenues for the two months were \$48.1 million, two percent below budget and three percent below last year. Again, Regional Rail had the best performance, running two percent above budget.

The SEPTA board has approved an "action plan" in response to the recent management performance review conducted by the consulting firm of Abrams-Cherwony & Associates (see November 2003 *Cinders*). The consultant's report focused on six key points: modernization of revenue collection, inventory control, a master plan for SEPTA facilities, cleanliness of the rail fleet, adoption of new technology and personnel administration. SEPTA said that it has acted on or intends to act in all of these areas Motorists in the Philadelphia region should thank SEPTA for reducing highway congestion. According to a new urban mobility study compiled by the Texas Transportation Institute and reported in the *Daily News*, Philadelphia came in 26th in highway congestion among large U.S. cities surveyed. Philadelphia drivers experienced about 40 hours of traffic delays in 2002 caused by congestion, as compared with Los Angeles in the #1 position with an average 93 hours of delay during the year. According to one of the study's co-authors, Philadelphia's relative lack of congestion can be attributed to its extensive public transit system, which he said saves Philadelphians 36.3 million hours of delays per year or 14 hours per person. (Continued on Page 5)

PHILADELPHIA
EXPRESS

(Continued from Page 4)



AMTRAK

AMTRAK will make a host of schedule changes in the fall-winter timetable, effective November 1. Prominent among them in this area will be the discontinuance of the New York-Pittsburgh **Pennsylvanian**, and the transfer of its name to the New York-Chicago **Three Rivers**. But pursuant to Amtrak's announcement last month that it will exit the marginally-profitable mail and express business, the surviving train will be cut back to New York-Pittsburgh effective March 2, 2005, ending service over the CSX route between Youngstown, OH, and Hammond-Whiting, IN. The renamed **Pennsylvanian** also will lose its New York-Chicago Viewliner sleeper on November 1, but will offer business class accommodations and run on a faster schedule. With the April 24, 2005, spring timetable, the train will operate somewhat later westbound to Pittsburgh than the heavily mail-and-express **Three Rivers** does now (leaving Philadelphia at 2:25 PM), but eastbound will follow about the same schedule as the present weekday **Pennsylvanian**. Amtrak has asked PennDOT if it would be willing to subsidize an additional Philadelphia-Pittsburgh train, as it did in the 1980's with the original **Pennsylvanian** service. On November 1 the coach-only **Palmetto** between New York and Miami will be cut back to Savannah, GA, but operate on a faster schedule. Tampa, FL, will again have a full-service train (with dining and sleeping cars), as the New York-Miami **Silver Star** will call there, replacing the **Palmetto**. Ocala, Wildwood and other Florida stations on the **Palmetto** route will lose rail service, but be linked to the **Silver Star** by a Thruway bus. With the loss of its RoadRailers, the **Star** will operate on a faster schedule, making up most of the time lost going into and out of Tampa (NARP).

AMTRAK announced September 3 that it was dropping mail and express traffic in order to "concentrate on the core business of transporting passengers." Elimination of the often time-consuming switching of mail cars should speed up many trains, especially at places such as Chicago, and reduce the need for additional locomotives on certain trains. "Mail and express no longer makes business sense for Amtrak and has negatively impacted the quality of our passenger service," said President David L. Gunn in a message to employees. The cost to lease or maintain aging equipment also was a factor in the decision to exit the business, and Amtrak is making arrangements to dispose of the specialized boxcars and RoadRailer equipment. Amtrak said that its on-time performance had slipped to 64.4 percent in June 2004 from 71.5 percent in the same month last year. The September 11 Commission on terrorism has recommended that the Federal Aviation Administration's controversial "no-fly list" be extended to include cruise ships and AMTRAK. The list is supposed to give security people the ability to prevent suspicious people from boarding airplanes (NARP). AMTRAK has a new chief of police & security, Sonya Proctor, formerly the police chief of Bladensburg, MD, near Washington. She replaces Ernest Frazier, who was in office less than a year (*Trains*) AMTRAK launched its redesigned website at www.amtrak.com on Sunday, September 12.

The Senate Appropriations Committee last month approved \$1.22 billion for AMTRAK in Fiscal Year 2005, less

than the \$1.8 billion that Amtrak says it needs but more than the \$900 million approved by the House Appropriations Committee. It is unlikely that a Treasury and Transportation spending bill for FY 2005 will be approved by Congress any time soon, which means that AMTRAK's funding will continue at the present level AMTRAK, NJ TRANSIT and the LONG ISLAND RAIL ROAD survived the Republican National Convention in New York early last month, with no serious problems at Penn Station. Predictably, long-distance and commuter traffic volumes were significantly lower than normal during that week, which made the stringent security measures easier to enforce. On the weekend before the convention officially started, many Amtrak and NJT trains on the Northeast Corridor were delayed after an overhead power line was damaged west of the Hudson River tunnels. The damage was discovered about 1 PM on Saturday, August 28 and repairs were not completed until the next morning. A CSX freight train derailed 37 cars near Schuyler, NY, on September 4, forcing AMTRAK to cancel several trains including the **Lake Shore Limited** and **Maple Leaf** (*Weekly Rail Review*).

The Susquehanna Area Regional Airport Authority has approved a plan to construct and operate a passenger station adjacent to the expanded Harrisburg International Airport, to be located on AMTRAK's Philadelphia-Harrisburg mainline near Middletown. The \$12.5-million project will include a \$2.8-million reimbursement to Amtrak to pay for track and other improvements (NARP). At an open house in Washington Union Station on September 17, AMTRAK and RailPower Technologies introduced the 2,000-hp "Green Goat" hybrid switcher which Amtrak is leasing for 60 days of test service. The Green Goats have been proven to cut emissions dramatically while reducing fuel consumption by at least 50 percent. *Railpace* reports that AMTRAK will reinstate its popular route guides on several trains operating in scenic areas, including the **Pennsylvanian** and **Adirondack**. The division post between AMTRAK's New York and Mid-Atlantic Divisions has been moved westward from milepost 58.4 at Morrisville to MP 76 near Holmesburg Junction in Northeast Philadelphia. The CETC-7 dispatcher in New York now controls the mainline between those points, but continues to use AAR radio channel 54 (MHz 160.92) as before (*Railpace*). One of AMTRAK's ten MP15 switchers, #537, was spotted at the Race Street engine terminal in Philadelphia on September 2, freshly painted in the new livery. These units, fairly new to this area, were built by EMD in 1973.

Along with millions of people in Florida and along the Atlantic and Gulf coasts, AMTRAK had some difficult days during this severe hurricane season. Train cancellations and cutbacks were rampant during August and September as Hurricanes Charley, Frances and Ivan wreaked havoc on the southeastern U.S. (not to mention Tropical Storm Gaston which brought winds and torrential rains to parts of the Carolinas, central Virginia and Maryland). Before Hurricane Frances struck the Florida east coast over the Labor Day weekend, Amtrak annulled most of its Florida trains beginning on Thursday, September 2, including the **Silver Service**, the **Palmetto**, **Auto Train** and the **Sunset Limited** east of New Orleans. After the storm passed the **Palmetto** was restored as far as Jacksonville on the 8th, and the **Silver Meteor** on the 9th, while the other trains resumed full southbound service the next day. Finally, by the 12th all trains—both northbound and southbound—were again operating normally, except for the **Sunset** which continued to turn at New Orleans as a precaution against the approach of Hurricane Ivan in the Gulf of Mexico (NARP, *Trains*).

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PHILADELPHIA EXPRESS

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Even though Gaston comes after Frances in the alphabet, it moved around Frances and raced up the East Coast, causing tremendous damage on Monday, August 30, around Richmond, VA. It dumped up to 12 inches of rain on the Richmond area in less than three hours, putting an entire section of the City under water. The newly-refurbished Main Street Station was closed for a time, but reopened two weeks later as AMTRAK's Newport News trains began stopping there again. Gaston also caused a huge washout on the CSX mainline near Doswell, VA, 24 miles north of Richmond. Many Amtrak trains were cancelled or seriously delayed until the railroad was repaired and semi-normal service resumed the next day (NARP).

But the biggest and strongest storm of them all was Hurricane Ivan, which crashed ashore near Mobile, AL, early on Thursday, September 16, packing 130-mph winds and drenching rains. Like Charley, it left many homes and businesses in ruins and was responsible for more than 40 deaths, most of them in the Florida Panhandle around Pensacola. The **Sunset Limited**, which had not run east of New Orleans for two weeks, was further cut back to San Antonio, TX, as New Orleans prepared for the big storm, and the Washington-New Orleans **Crescent** was cancelled west of Atlanta on the 15th. Earlier, CSX had shut down operations between New Orleans and Tallahassee, FL, and NORFOLK SOUTHERN suspended all service between New Orleans and Birmingham, AL.

AMTRAK decided to evacuate all of its equipment from below-sea-level New Orleans, running a 23-car **City of New Orleans** northward on September 15 with 700 passengers on board, as cooperative levee officials delayed closing the last gate in the floodwall until the train had passed. But the brunt of the storm missed the Big Easy and Amtrak resumed regular **City of New Orleans** service on Friday the 17th, although the **Crescent** was not restored over its full route until the 19th because of storm damage in Alabama. The **Sunset** resumed as far as New Orleans but could not go further east because CSX's line via Mobile hugs the Gulf Coast through the devastated Florida Panhandle.

Now a tropical depression, Ivan traveled all the way north into the Mid-Atlantic states and finally out to sea, causing some of the worst flooding in Pennsylvania and New Jersey's history. Many residents living along rivers—including the Delaware in Bucks County—were forced to flee when the waters surged far above flood stage. NORFOLK SOUTHERN'S mainline was blocked at Harrisburg when the Susquehanna River went over its banks, forcing cancellation of the **Three Rivers** on September 19 while several Keystone Service trains were either canceled or turned back at Lancaster. Parts of Enola yard across the river from Harrisburg also were flooded. Railroads in the Wilkes-Barre area suffered varying flood damage while **READING & NORTHERN** reportedly was forced to suspend service for a day on its ex-Lehigh Valley mainline due to washouts. Even the little **MIDDLETOWN & HUMMELSTOWN** had to cancel some passenger trips after the swollen Swatara Creek went over its banks near Middletown. Fortunately for SEPTA and NORFOLK SOUTHERN, the Schuylkill River did not rise anywhere near as much as the Delaware or Susquehanna, apparently because of less rainfall in its upstate headwaters area.



CSX
NS
OTHER ROADS

Out of service for ten years, the bridge which carried the ex-Pennsy, ex-CONRAIL Shellpot branch over the Christina River in Wilmington was reopened for service on September 3. The 18-month, \$13.9-million project was paid for by the Delaware Department of Transportation, which will recover its costs through a toll charge to be paid by NORFOLK SOUTHERN for every car it moves over the rebuilt swing span, subject to an annual minimum. Full repayment should be accomplished within ten years, with cars to be counted by an automatic equipment identification reader mounted on the structure. With the century-old bridge back in service, NS no longer will need to run trains on the AMTRAK mainline through Wilmington station in order to access the Edgemoor yard. It now will have the ability to run more freight from Philadelphia to Edgemoor over Amtrak's four-track Corridor main, and then to the Port of Wilmington and the Delmarva Peninsula across the Shellpot bridge. Prior to this improvement, NS accessed the area mainly from Perryville, MD, where operations usually are restricted to the late-night hours because passenger trains take precedence on Amtrak's two or three-track railroad between Perryville and Wilmington. "The relationship between the State of Delaware and Norfolk Southern, as evidenced by the restoration of the Shellpot bridge, can serve as a model for public-private partnerships throughout the country," said Wick Moorman, NS's senior VP of corporate planning & services (DelDOT).

NS also is cooperating with AMTRAK to increase its freight volumes on the Harrisburg mainline, which currently is being upgraded in a \$145-million PennDOT-Amtrak project. One phase of this project is the rebuilding of the platforms at Lancaster station, which will be done in a manner that does not restrict larger freight cars. It's even possible that NS eventually may return some of its hottest east-west intermodal trains to Amtrak's Keystone Corridor, saving time as compared with its own railroad through Norristown, Reading and Lebanon.....A photo circulating on the Internet showed the NS office car special returning from the Democratic Convention in Boston, with two of the tuscan-red business cars marred by graffiti from local "artists."

CSX and UNION PACIFIC donated their services in mid-September when they operated two special relief trains to the Central Florida areas stricken by Hurricanes Charley and Francis. The trains carried 40 tank cars of diesel fuel and four cars of gasoline originating near Houston, TX.....CSX got taken to task last month when the *Daily News* ran a full-page article spotlighting the railroad's practice of parking garbage trains from New York City on tracks alongside the Schuylkill River Park in Philadelphia. Residents of adjacent homes and fashionable high-rises—not to mention users of the park trail—have been complaining loudly about the unpleasant aroma emanating from garbage-filled containers loaded on the trains..... The July 29 derailment of a CSX freight train on the Stony Creek branch north of Norristown (see August *Cinders*) was the subject of a September 14 hearing before a committee of the Pennsylvania House of Representatives. The ex-Reading branch is owned by

(Continued on Page 7)

PHILADELPHIA EXPRESS (Continued from Page 6)

SEPTA but NORFOLK SOUTHERN and CSX have freight rights over the ten-mile line. No one was injured in the accident and no hazardous materials were involved. An investigation revealed that the cause was "track-related," according to a report in the Norristown *Times-Herald*. CSX last month placed in service an updated train control system at its Chicago Dispatching Center. After a trial period for the new software, the "Next Generation Dispatching" ("NCD") system will be expanded to include all CSX dispatching centers.

NJ TRANSIT said that it would offer free travel to college students during the week of September 8-15. NJT also plans to offer 25-percent discounts to college students who buy monthly passes online (*Weekly Rail Review*). A new law in New Jersey requires all vehicles (except emergency vehicles) to yield the right-of-way to buses reentering traffic lanes after picking up or dropping off passengers. Violators face a fine or up to 15 days in jail (DVARP). A letter from NJ TRANSIT circulating on the Internet appears to acknowledge that police have no legal authority to bar railfans or others from taking pictures of NJT equipment, as long as the photographer is on public property. NJT still insists that a permit is required (no charge) for photography on NJT property. The State attorney general reportedly even went so far as to alert law enforcement agencies to be on the lookout for persons taking pictures of trains, all in the name of security. That official seemed unaware that rail photographers have been taking train pictures since long before World War II. ABC News last month broadcast a report stressing the vulnerability of the U.S. rail system to terrorist attacks. The report singled out the shipment of hazardous materials as a possible terrorist target, such as on the CSX freight line that passes close to major government buildings in Washington, DC (*Weekly Rail Review*).

The latest issue of Extra 2200 South contains a color photo of Northern Illinois & Wisconsin NW2 #9251, wearing a handsome yellow and black paint scheme. The 1947 EMD product was formerly JUNIATA TERMINAL #9251, where it was dressed in a Pennsy-style scheme, and before that it was CONRAIL #9199 and Detroit Terminal #109. (NI&W actually is a locomotive dealer, not a railroad.) The Federal Railroad Administration reports that rail-highway deaths in the U.S. totaled 196 in the first half of this year, a 25-percent increase over the first half of 2003. Meanwhile, the National Transportation Safety Board reports that the number of rail transportation deaths in the nation declined in 2003, as compared with 2002. The NTSB said that there were two intercity rail passenger fatalities in 2003 versus seven in the previous year, 173 rail transit and commuter rail deaths versus 220, and 329 crossing fatalities versus 357 (*Weekly Rail Review*). The Brotherhood of Maintenance of Way Employees plans to join the International Brotherhood of Teamsters, subject to a ratification vote by the membership. This would be the second rail union in a year to merge with the Teamsters, the other being the Brotherhood of Locomotive Engineers & Trainmen.

It was 45 years ago this month that the Reading Company ran the first of its famous Iron Horse Rambles. On October 25, 1959, T-1-class 4-8-4 #2124 headed an excursion from Wayne Junction to Shamokin and return. Here's an odd note from an earlier fantrip. On June 6, 1955 the Electric Railroaders' Association, North Jersey Division, put out a letter to

its mailing list that read as follows: "We regret to inform you that the Jersey Central Railroad has adopted a policy of not permitting railfan trips with its RDC cars. This change of policy occurred subsequent to our trip arrangements and the announcement in *Trains Magazine*. We have been able to substitute a steam-powered excursion train over the same route on the same date. We hope that this change of motive power will not deter you from attending the trip".....Tropical depression Ivan slashed across western, central and northeastern Pennsylvania on Saturday, September 18 (see above). It did not neglect at least two of the State's better-known electric railway attractions, the Pennsylvania Trolley Museum at Arden, near Washington, and the Electric City Trolley Museum in Scranton. At PTM floodwaters rose to 18 inches inside the museum's main building, which houses its visitor center, store and restoration shop, and at least three historic trolleys were inundated. Parts of the operating line were washed out but, fortunately, the newly-opened carbarn (see September *Cinders*) was spared. The nearby PITTSBURGH & OHIO CENTRAL shortline also suffered some large washouts. In South Scranton, the ex-Laurel Line right-of-way was damaged by high waters and the bridge over Roaring Brook had to be inspected to determine if it was safe for operation.

Historians are excited about a discovery of rare mid-19th-Century locomotives, which was detailed in a History Channel program and an *Inquirer* article last month. Two rare 2-2-2 engines encrusted with barnacles have been located resting upright on the ocean floor about five miles off the coast at Long Branch, NJ! The mystery is how they got there. Investigation now reveals that the two small locomotives were probably built in Boston in 1851 and were enroute to the Cumberland Valley Railroad via the Port of Philadelphia, when the vessel carrying them either sank in a storm or the cargo was jettisoned by the crew. Smithsonian Curator William Withuhn was among the experts interviewed on the TV show.....The BELVIDERE & DELAWARE RIVER RAILROAD has applied for permission to lease ten miles of track operated by its parent, the BLACK RIVER & WESTERN, between Ringoes and Three Bridges, NJ (*Trains*). New Castle County, DE, has awarded \$300,000 to Historic Red Clay Valley, Inc., to help rebuild its WILMINGTON & WESTERN RAILROAD from the flood damage of September 2003 (*Railpace*). NJ TRANSIT is rebuilding the ex-Jersey Central bridge over Cedar Creek near Folsom, NJ, which collapsed under the weight of a SOUTHERN RAILROAD OF NEW JERSEY train several years ago. The line, which will be leased by SRNJ, connects with the WINCHESTER & WESTERN at Vineland.

Chestnut Hill, Tabor Branch Anniversaries

October, 2004 marks 150 years since passenger service was extended to today's Chestnut Hill East station. The Chestnut Hill Railroad was chartered in 1848 to build a 4.13 mile line from Germantown, on the Philadelphia, Germantown & Norristown, to Chestnut Hill. Service as far as Germantown on the PG&N began in 1832. October 6, 2004 marks 125 years since the opening of the Tabor Branch of the North Pennsylvania Railroad (later Reading) between the PG&N at Wayne Junction and Tabor Junction, permitting North Penn trains to go to P&R's terminal at 9th & Green Streets, closer than the North Penn terminal at 3rd & Berks.

Today, SEPTA's Fern Rock Transportation Center is located on the site of Tabor Junction, served by R2, R3 and R5 Regional Rail trains, and Chestnut Hill East is served by SEPTA's R7. SEPTA's R8 Fox Chase trains also travel the Tabor Branch from Newtown Junction to Wayne Junction.

ODDS AND ENDS.....by Roy L. Hudson

(This column will appear from time to time to provide Cinders readers with some hopefully interesting, yet useful information which has been gathered from miscellaneous sources)

The Reading Company Technical & Historical Society has been notified that former Reading Company dining car #1186 will be donated to the Society. The car had been used as a restaurant at Broad and Callowhill Streets but was closed in recent years (The *Crusader*).....The new IKEA store in South Philadelphia sits on land which was once occupied by the Reading/Baltimore & Ohio 23-acre perishable produce terminal which was opened in 1926. Recently, it had been a B&O/CSXT intermodal terminal. To add insult to injury, the new IKEA store in Conshohocken is built partly on the right-of-way of the abandoned former RDG Plymouth Branch (The *Crusader*).....BARTA (Berks Area Regional Transportation Authority) is working to stabilize the former Reading Company Franklin Street station in downtown Reading. Restoration and possible conversion to a bus depot are being considered (The *Crusader*).....In the early 1950's anthracite coal had a tremendous home heating market until oil and natural gas became popular fuels. Throughout Philadelphia there were literally dozens of coal yards selling "red" Reading Anthracite at an average price of \$10 per ton (Bert Pennypacker).

It was a sad New Year's in Philadelphia on December 30, 1957 as the Market Street trolleys made their last trips. Routes 17 and 32, the last Market Street survivors, were combined into a Route 17 bus route. Three defunct railfan groups as well as NRHS had last runs (Philadelphia *Inquirer*).....The Pemberton Township (NJ) Historic Trust has overseen efforts to create a "rail village" on 16 acres adjacent to the nicely-restored former PRR passenger station. But if it comes to pass, the township could stand to lose \$16,000 in annual property taxes. Another possibility is a "super" Wawa (temple of convenience) could be located on part of the site, adding tax revenue and local jobs (Philadelphia *Inquirer*).....The West Chester RR Heritage Association recently received a State grant to fix the Niels Street crossing in West Chester. WCRR is seeking to use the out-of-service SEPTA maintenance facility at Lenni, which would provide year-round work, as the 200' building has light, heat and an inspection pit. WCRR also recently had a "speeder day" with about a dozen of the "putt-putt" cars, motor/pedal/hi-rail, participating. (WCRRHA *Newstracks*).....The Friends of East Broad Top Railroad have completed restoration of narrow-gauge EBT caboose #28 and the car was returned to service last August 14th (The *Transfer Table*).

The Florida East Coast Railway reached 500 consecutive days of failure-free service to United Parcel Service this summer. During the 500 day-period, FEC handled over 32,500 intermodal loads – more than 48 million packages (Traffic *World*).....The rail industry is preparing for strong long-term growth. There is currently a record backlog of new freight car orders at manufacturer Greenbrier. The car builders as a group expect to deliver well over 40,000 new cars this year (Traffic *World*).....University of Maryland Logistics Professor Bill DeWitt has a vision of the not-too-distant future of rail freight transportation. He says there will be two transcontinental railroads and they would be owned and operated by UPS and FedEx! (Traffic *World*).....With recent volume and revenue at record levels, not all rail carriers are benefiting on the bottom line. Eastern rivals NS and CSX both reported record second quarter statistics but that's where the similarity ended. For NS the business meant profits were up 56% but CSX is still struggling

with profits down 6% (Traffic *World*).....Despite the influx of new General Electric locomotives on Norfolk Southern, continued traffic growth is resulting in the company leasing more motive power. Recently there were over 60 units under lease from Citigroup (CRIX), Canadian National (WC), Helm Leasing (HLCX) and Montana Rail Link (MRL) (CTC *Board*).

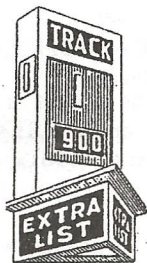
Record freight volume and higher average prices pushed net income at Burlington Northern Santa Fe up 24% to \$249 million in the second quarter. Its operating ratio fell to 80.7%. BNSF has increased its quarterly dividend about 12%. The next payable date was October 1 and the amount is 17 cents per share (Wall *Street Journal*).....In 1952, the way to go was First Class on Santa Fe's *Super Chief*. The barber shop on board the train could give you a shave for 85 cents and a haircut for \$1.35. Tonic, by the way, was an additional 35 cents (ATSF train brochure).....Did you know that the Boeing jetliner you may have recently flown in was transported (as major parts) from various Boeing subassembly plants to Renton and Everett, WA in special cars via BNSF? It's true for the following Boeing models: 747, 757, 767 and 777 (The *Memphis Buff*).....The Governor of Alaska is pushing for a rail connection to the lower 48 states. The project includes a rail connection between the Canadian National (former BC Rail) at Dease Lake, BC and the ARR (*Highball* – Old Dominion Chapter).

Union Pacific is pressing for steady improvement in system velocity, terminal dwell time and total car inventory, but admits its gains are modest at best. Its prescription for the present is to add 750 locomotives, 5,000 train crew personnel and more track capacity. There seems, however, to be no end to the bad news. Trucker Overnite Transportation, which UP sold at a big loss, just reported its finest half in history, with a 56.8% profit gain (Traffic *World*).....Did you know that UP is the nation's largest consumer of diesel fuel, purchasing 1.3 billion gallons each year? If you didn't, then you haven't been reading your *Cinders* ("Philadelphia Express").....More on the UP logjam: a run this summer of Train ILBNS-18 (Los Angeles to Memphis) is crewed to change point at Yuma, AZ (250 miles). The train is packed with high-priority commodities, and the train, battling traffic on the ex-SP Sunset Route (mostly single-track, 50 trains per day) outlaws 12 hours later, but has only made it to Palm Springs, CA (100 miles) (Wall *Street Journal*)

SEPTA (Continued from Page 1)

A panel of State lawmakers led by House Speaker John Perzel of Philadelphia has been considering the possibility of creating a super transportation authority for southeastern Pennsylvania, which would take over the transit responsibilities of SEPTA as well as the Philadelphia International Airport and the Delaware River Port Authority. Following a hearing in Philadelphia on September 21, at which panel members quizzed SEPTA officials, Representative Robert Donatucci told an *Inquirer* reporter that "we have to do something so SEPTA can operate, but it will likely be stop-gap funding." He didn't believe the legislators will take up the question of long-term funding until they return to Harrisburg in January.

Public hearings on the SEPTA plan have been scheduled for this month in all five county seats in the SEPTA region. These will begin October 14 in Media, then October 15 in Doylestown, October 18 in West Chester, October 19 in Philadelphia and October 20 in Norristown. The Philadelphia hearings will take place at the Loews Hotel, 1200 Market Street, starting at 11 AM and 6 PM.



OCTOBER 9-10, 16-17, 23-24, 30-31: New Hope & Ivyland Railroad will sponsor "Shoppers Express/Fall Foliage Trains" between New Hope and Warminster station. Regularly-scheduled NH&I trains will leave SEPTA Warminster station at 10:30 AM each day, departing New Hope at 3:00 PM for return trip to Warminster. Tickets: adults \$19.00, children \$14.00. Tickets may be purchased on board train. For additional information, telephone 215-862-2332 or visit www.newhoperailroad.com website:

Western Maryland and Baltimore & Ohio mainlines, sponsored by Hagerstown Railroad Museum and Hagerstown Chapter NRHS. Fares: \$90 adults, \$85 seniors, \$50 children. Order tickets from: HRM, P. O. Box 1858, Hagerstown, MD 21741-2858. For further information, telephone 301-739-4665.

OCTOBER 16: "Putnam Express" chartered Providence & Worcester excursion train from Worcester, MA to Putnam, CT and return, sponsored by Mystic Valley Railway Society. Special train leaves P&W offices, 75 Hammond Street, Worcester at 10:00 AM, returns 6:00 PM. Free parking available. Reserved-seat tickets are \$45 per person, and should be ordered from: Mystic Valley Railway Society, P. O. Box 365486, Hyde Park, MA 02136-0009. For further information, telephone 617-361-4445 or visit website: www.mysticvalleys.org.

OCTOBER 9: "Fall Festival Express" using MARC equipment from Washington, DC, College Park and Dorsey, MD to Catoctin Colorfest at Thurmont, MD, via CSX and Maryland Midland, sponsored by Washington, DC Chapter NRHS. Fares: \$75 adults, \$59 children (2-12). Order tickets from: Washington, DC Chapter NRHS, P. O. Box 251, Savage, MD 20763-0251, enclosing stamped, self-addressed envelope. For further information, telephone 703-273-8440 (website: www.dcnrhs.org).

OCTOBER 16-17: Round-trip excursions Binghamton to Syracuse, NY over Susquehanna's 80-mile ex-Lackawanna Syracuse branch, sponsored by Central New York Chapter NRHS. Susquehanna's Chinese-built 2-8-2 #142 will lead the train northbound on Saturday and southbound on Sunday, with diesels on the return leg of each trip. Fares: coach \$40 adults, \$20 children, reclining-seat coach \$60 adults, \$40 children, deluxe observation car \$100 per person. Photo opportunities will be available both days. Order tickets from: Central New York Chapter NRHS, P. O. Box 229, Marcellus, NY 13108-0229, enclosing stamped, self-addressed envelope.

OCTOBER 9: "The Pittsfield Express" excursion train will operate from Danbury, CT to Pittsfield, MA and return, sponsored by Mass Bay RRE and operated by High Iron Travel Corp. Special train leaves restored 1903 Danbury station, 120 White Street, at 10:15 AM, returning about 7:15 PM. Fares: adults \$79, children (12 and under) \$49. Limited first class tickets are available, including meals and beverages, for \$349 per person. Special joint price available for October 9 and 10 trip, shown below. For information, send self-addressed, stamped envelope to: Mass Bay RRE, P. O. Box 4245-BV, Andover, MA 01810-0814, or E-mail trips@massbayrre.org. For information, telephone 978-470-2066 or visit website: www.massbayrre.org.

OCTOBER 30: "Susquehanna Limited" diesel-powered excursion from Harrisburg, PA to Philadelphia, Perryville, MD and return, via Amtrak Northeast Corridor and Norfolk Southern's scenic Port Road branch along the Susquehanna River. The special, sponsored by Harrisburg Chapter NRHS, will be powered by Juniata Terminal's ex-Pennsy tuscanred E8's #5711 and 5809, and will consist of Amtrak coaches, café car and parlor car **Warrior Ridge**. Train leaves Harrisburg Amtrak station at 8:30 AM, returning about 4:30 PM (there will be no passenger stop at Philadelphia). Fares: \$100 per person in coach, \$300 in parlor car. Order tickets from: Ticket Agent, Harrisburg Chapter NRHS, P. O. Box 444, Boiling Springs, PA 17007-0444, enclosing stamped, self-addressed envelope. Passengers should indicate whether they wish a turkey or ham sandwich in their box lunch.

OCTOBER 9, 16: Annual Fall Foliage Specials from Port Clinton to Jim Thorpe, PA and return via Reading & Northern Railroad, using R&N diesels, open-window coaches and Pullman car **Lehigh Gorge**. Trains leave Port Clinton at 9 AM, returning about 6:30 PM, with a 3-1/2 hour layover in historic Jim Thorpe. Fares: \$29 per person in coach, first-class room \$150. Order tickets from: Reading & Northern Railroad, Passenger Department, P. O. Box 218, Port Clinton, PA 19549-0218.

A. DOUGLAS GUMULA September 3, 2004

We regret to inform you of the passing of Chapter Member A. Douglas Gumula, of Gwynedd, on September 3, 2004 at the age of 57, following a long illness.

Doug had been a member of Philadelphia Chapter since 1987. His employment in the aviation industry (ten years with Trans World Airlines) precluded his attendance at most Chapter meetings and events, although he would often show up at the Greenberg Shows at Fort Washington as well as the Chalfont PBA Train Show.

Doug is survived by his wife, Norah Ann and daughters Jennifer Rebman and Tiffany Ann Ruch. Services were held at St. Rose of Lima Church in North Wales, with interment in Calvary Cemetery in West Conshohocken.

The Chapter extends its condolences to Doug's family and thanks them for sharing him with us.

OCTOBER 10: "The Derby Local" excursion train from Danbury to Derby Jct., CT and return, sponsored by Mass Bay RRE and operated by High Iron Travel Corp. Special train leaves restored 1903 Danbury station, 120 White Street, at 10:15 AM Sunday, returning to Danbury about 3:15 PM. Fares: \$45 adults, \$29 children (12 and under). A limited number of First Class seats are available for \$129 per person. For further information, see October 9 "Pittsfield Express" listing above.

OCTOBER 10: Tamaqua Heritage Day "mini-trips" on Reading & Northern Railroad, using R&N diesels and open-window coaches. Trips leave from restored ex-Reading station in Tamaqua at 11 AM, 1 and 3 PM. Fares: \$10 adults, \$5 children (12 and under). Tickets may be purchased at trainside or in advance from sponsor Tamaqua Historical Society, 204 East Broad Street, Tamaqua, PA 18252-2054.

OCTOBER 16: "Autumn Leaves Special" excursion from Hagerstown to Oakland, MD and return via CSX's former

Short Line/Tourist Railroad Motive Power Roster Is Back

For many years, Philadelphia Chapter published a roster of shortline and tourist railroad motive power from roads in the Northeastern United States as a service to our members. The roster at that time was painstakingly assembled, by hand, by National Director Frank Tatnall.

Longtime Chapter Member Richard Adams of Yardley, PA has computerized and updated the roster, and has made it available to *Cinders* once again. The roster covers the states of Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Virginia and West Virginia. Because of the length of the roster (42 pages), it is being published for the first time as a separate publication.

The roster is available to paid-up Philadelphia Chapter, NRHS members (regular or chapter-only for a \$2.00 postage and

handling charge. Readers who are not Philadelphia Chapter members may order a copy of the publication for \$5.00, postpaid.

To order your copy, remittance in the amount of either \$2.00 or \$5.00, payable to "Philadelphia Chapter, NRHS" should be sent to: Railroad Roster, Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302.

Members may also reserve a copy for pickup, without charge, at the October 15 Chapter meeting by telephoning Editor Larry Eastwood at 215-947-5769 and leaving your name and the words "Shortline Roster" on his answering machine.

The Chapter expresses its gratitude to Dick Adams for his effort in assembling this work, and his willingness to share it with others.

Eng.No.	Active	Code	Builder	Model	Serial No.	Blt.Date	Order No.	HP	Prior Owners	State
			Company Name		Central New England Railroad Co.					CT
			Start Up Date		11-15-1995	Web Address				
			Published rosters		TSL 131-7					
			Radio Freq.		160.695		Eng.Loc.		East Windsor,CT Scantic,CT	
Eng.No.	Active	Code	Builder	Model	Serial No.	Blt.Date	Order No.	HP	Prior Owners	State
30	No	CNZR	Alco	RS1	81345	May-55		1000	exCCRX 30,GNWR 30	CT
0670	Yes	CNZR	Alco-GE	RS1	76212	R 1/64,11/48		1000	exCCRX 0670,GNWR 42,NH 0670	CT
0825	Yes		GE	25 Ton	29901	Mar-49		150	exCrane Co.,J.A.Roebbling Co. 6	CT
905			GM-EMD	GP10	22139	Aug-56		1750	exMBTA 905,SEMTA 905,MBTA,CR,PC 7559,NH 1229	CT
1922		CNZR	GM-EMD	GP9	22769	Feb-57	5524-2	1750	exMBTA 1922,BN 1724,NP 286	CT
3006	Yes	CNZR	GM-EMD	GP20	25579	/60	7584-7	2000	exATSF 3006,3106,1106	CT

Sample Listing

NATIONAL RAILWAY HISTORICAL SOCIETY
 PHILADELPHIA CHAPTER, INC.
 Post Office Box 7302
 Philadelphia, PA 19101-7302

FIRST CLASS MAIL
 U. S. Postage
PAID
 Permit Number 12
 Huntingdon Valley, PA
 19006



FIRST CLASS MAIL

Paul G. Moore
 1957 Inverness Dr
 Scotch Plains NJ 07076-2636

